

Coast Guard, DOT

§ 15.910

TABLE 15.860(A)(1).—MINIMAL REQUIREMENTS FOR TANKERMAN ABOARD MANNED TANK VESSELS—
Continued

Tank vessels	Tankerman PIC	Tankerman assistant	Tankerman engineer	Tankerman PIC or tankerman PIC (barge)
5000 GT or less	2	.....	*2	.....
Tankship Not Certified for Voyages Beyond Boundary Line	**2	.....	.....	.....
Tank Barge .....	.....	.....	.....	***2

* If only one engineer is required, then only one Tankerman Engineer is required.

** If the total crew complement is one or two persons, then only one Tankerman PIC is required.

*** If the total crew complement is one or two persons, then only one Tankerman PIC or Tankerman PIC (Barge) is required.

TABLE 15.860(A)(2).—TANKERMAN ENDORSEMENTS REQUIRED FOR PERSONNEL ABOARD TANKSHIPS
[Endorsement for the Classification of the Bulk Liquid Cargo or Residues Carried]

Tankship certified for voyages beyond boundary line	Tankerman PIC	Tankerman engineer	Tankerman assistant
Master	✓		
Chief Mate	✓		
Chief Engineer	✓	or	✓
First Assistant Engineer	✓	or	✓
Cargo Engineer	✓	or	✓
Licensed Person Acting as PIC of Transfer of Liquid Cargo in Bulk	✓		
Licensed or Unlicensed Person Not Directly Supervised by PIC	✓

[CGD 79-116, 60 FR 17154, Apr. 4, 1995, as amended by CGD 79-116, 62 FR 25135, May 8, 1997]

Subpart H—Equivalents

§ 15.901 Inspected vessels of less than 100 gross tons.

(a) An individual holding a license as mate or pilot of inspected, self-propelled vessels of over 200 gross tons is authorized to serve as master on inspected vessels of less than 100 gross tons within any restrictions on the individual's license.

(b) An individual holding a license authorizing service as master or mate of inspected, self-propelled vessels is authorized to serve as master or mate, respectively, of non-self-propelled vessels other than sail vessels, within any restrictions on the individual's license.

(c) An individual holding a license authorizing service as master or mate of inspected, sail vessels is authorized to serve as master or mate, respectively, of other non-self-propelled vessels, within any restrictions on the individual's license.

(d) An individual holding a license authorizing service as master or mate of inspected, auxiliary sail vessels, is authorized to serve as master or mate, respectively, of self-propelled and non-

self-propelled vessels, within any restrictions on the individual's license.

[CGD 81-059, 54 FR 150, Jan. 4, 1989]

§ 15.905 Uninspected passenger vessels.

(a) An individual holding a license as master or pilot of inspected, self-propelled vessels is authorized to serve as operator of uninspected passenger vessels within any restrictions, other than gross tonnage limitations, on the individual's license.

(b) An individual holding a license as mate of inspected, self-propelled vessels, other than Great Lakes, inland, or river vessels of not more than 200 gross tons, is authorized to serve as operator of uninspected passenger vessels, within any restrictions, other than gross tonnage limitations, on the individual's license.

[CGD 81-059, 54 FR 150, Jan. 4, 1989]

§ 15.910 Uninspected towing vessels.

(a) An individual of 21 years or more of age holding a license as master of inspected, self-propelled vessels, or a license as mate or pilot of inspected, self-propelled vessels of more than 200 gross tons, is authorized to serve as operator of uninspected towing vessels

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within any restrictions on the individual's license. A licensed mate or pilot authorized by this section to serve as operator of uninspected towing vessels may only be in command of the vessel on domestic routes.

(b) Whenever an uninspected towing vessel is under the direction and control of a person holding a license for service only as second-class operator of uninspected towing vessels, a person holding a license authorizing service as operator of uninspected towing vessels must be on board as a member of the crew.

(c) An individual of 19 years or more of age holding a license which authorizes service as mate of vessels of not more than 200 gross tons authorizes the holder to serve as second-class operator of uninspected towing vessels within any restrictions on the individual's license.

[CGD 81-059, 52 FR 38652, Oct. 16, 1987, as amended by CGD 81-059, 54 FR 150, Jan. 4, 1989]

§ 15.915 Engineer licenses.

The following licenses authorize the holder to serve as noted, within any restrictions on the license:

(a) A designated duty engineer license authorizes service as chief or assistant engineer on vessels of not more than 500 gross tons in the following manner:

(1) A designated duty engineer limited to vessels of not more than 1000 horsepower or 4000 horsepower may serve only on near coastal, Great Lakes, or inland waters;

(2) A designated duty engineer with no horsepower limitations may serve on any waters.

(b) A chief engineer (limited-oceans) license authorizes service as chief or assistant engineer on vessels of any gross tons on inland waters and of not more than 1600 gross tons on ocean, near coastal, or Great Lakes waters.

(c) A chief engineer (limited-near coastal) license authorizes service as chief or assistant engineer on vessels of any gross tons on inland waters and of not more than 1600 gross tons on near coastal or Great Lakes waters.

(d) An assistant engineer (limited-oceans) license authorizes service on vessels of any gross tons on inland wa-

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ters and of not more than 1600 gross tons on ocean, near coastal, or Great Lakes waters.

[CGD 81-059, 54 FR 150, Jan. 4, 1989]

Subpart I—Vessels in Foreign Trade

SOURCE: CGD 92-061, 60 FR 24796, May 10, 1995, unless otherwise noted.

§ 15.1001 General.

Self-propelled vessels engaged in foreign commerce are required to use a pilot holding an appropriately endorsed Federal first class pilot's license issued by the Coast Guard when operating in the navigable waters of the United States specified in this subpart.

§ 15.1010 California.

The following offshore marine oil terminals located within U.S. navigable waters of the State of California:

(a) *Carlsbad, CA.* The waters including the San Diego Gas and Electric, Encina Power Plant, lying within an area bounded by a line beginning at latitude $33^{\circ}10'06''N$, longitude $117^{\circ}21'42''W$, thence southwesterly to latitude $33^{\circ}08'54''N$, longitude $117^{\circ}24'36''W$, thence southwesterly to latitude $33^{\circ}04'30''N$, longitude $117^{\circ}21'42''W$, thence northeasterly to latitude $33^{\circ}05'36''N$, longitude $117^{\circ}18'54''W$, thence northwesterly along the shoreline to latitude $33^{\circ}10'06''N$, longitude $117^{\circ}21'42''W$.

(b) *Huntington Beach, CA.* The waters including the Golden West Refining Company, Huntington Beach Marine Terminal, lying within an area bounded by a line beginning at latitude $33^{\circ}39'06''N$, longitude $118^{\circ}00'00''W$, thence westerly to latitude $33^{\circ}39'18''N$, longitude $118^{\circ}05'12''W$, thence southeasterly along a line drawn three nautical miles from the baseline to latitude $33^{\circ}35'30''N$, longitude $118^{\circ}00'00''W$, thence easterly to latitude $33^{\circ}35'30''N$, longitude $117^{\circ}52'30''W$, thence northwesterly along the shoreline to latitude $33^{\circ}39'06''N$, longitude $118^{\circ}00'00''W$.

(c) *El Segundo, CA.* The waters including the Chevron USA, El Segundo Marine Terminal, lying within an area bounded by a line beginning at latitude $33^{\circ}56'18''N$, longitude $118^{\circ}26'18''W$, thence